

Maine Farmer.

Augusta, August 26, 1871.

TERMS OF THE MAINE FARMER.

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Collectors' Notices.

Mr. V. DANFORTH will receive for County during the month of July and August.

Mr. R. W. BROWN will call upon our subscribers in Washington during the month of July and August.

Mr. G. A. AYER will call on our subscribers in Oxford County during August and September.

The Rotten Bridge.

With the verdict of the coroner's jury and the testimony before them, and finally the report of the Railroad Commissioners on the disaster at the Hampden Road bridge, we have probably before us all the data for an answer to the questions of cause and responsibility that we shall ever have to ask new researches about the disaster.

What was the cause of the disaster we are not left to conjecture. The ruins told their story plainly enough. The bridge gave way because it was rotten. The question of responsibility is not so easily answered. There was no evil intention on the part of anybody concerned in the management or inspection of the road.

Having at regular periods and in their accustomed manner made an examination of this bridge, they do not appear to have had any fears about its safety. It is not, however, enough for those who assume the great responsibilities of railroad superintendents and inspectors to show an innocent intention. The public will inquire whether they have made use of all means within their power to guard against disasters, whether they are sufficiently well informed, and whether they possess the qualifications of prudence and of judgment that are required in such positions.

It may be worth while to consider for a moment whether the defect in the timbers of the bridge was in any degree the result of the exposure of the whole structure without any covering, to the weather for five, six or seven years after it was built. If so, we shall have no great hesitation in fixing the responsibility primarily on those who allowed the bridge to stand so long in that condition.

But the examination by the coroner and the Railroad Commissioners into the circumstances of the accident has laid in view only the more immediate responsibility of managers and inspectors. In the first place all are agreed that had the real condition of the decayed timbers been known, trains should have been stopped at once, until a new bridge was built. But the condition was not known. Inspection by officers of the road, and by the coroner, and inspection by the Railroad Commissioners as late as the eighth day of June last, failed to discover any indications of the defect that proved so fatal. Of course the natural conclusion is that the inspection was inefficient. That conclusion can only be avoided by showing that such defects cannot be discovered. There certainly has been no such thing, although some of the statements of the inspectors, both on the part of the road and on the part of the State, are designed to give that impression. The Commissioners gave approvingly an opinion by an expert that "dry rot is a deceptive" existing in green timber and growing trees, and that one cannot always discover rot by pounding. Mr. Noyes, the superintendent, says that a blow with a hatchet directly over the rotten spot would detect it, but a blow at a foot's distance would not. Now if Mr. Noyes is correct it is the duty of inspectors, unless they have some other mode of discovering rot equally effectual, to pound with a hatchet on every foot of every important timber in the bridge. It is not pretended that the inspectors made such a blow on every timber. Again, boring is one of the means, and a very certain one, of discovering rot. Commissioner Wildes, who inspected this bridge in June, testified that in his opinion the rot that existed could not have been discovered without boring, yet owns that he made no resort to that method. Relying upon what could be learned by the use of the hatchet, probing the cracks with a jack-knife, striking a few blows with a hatchet, and watching for defection while a train passed, the Commissioner and the Railroad Company's bridge-master went away satisfied that the bridge was safe, and all the while there was a rotten key at one of the joints, and at least one of the important timbers was eaten away by rot to a mere shell.

We cannot resist the conclusion that the inspection of other bridges on the same and other lines in the State, has been conducted in a slothful and superficial manner. It is quite as important to know the condition of the interior as of the exterior of a stick of timber, and no method of detecting rot will reveal the former as well as the latter should be tolerated. If railroad officers think interior or dry rot can be discovered it is their duty to have the examination made in such a manner that it shall be. If, on the other hand, any particular kinds, or all kinds, of timber, are often liable to faults that cannot be discovered, such kinds or all kinds of timber should be discarded. To the report of the Railroad Commissioners we looked for some suggestions toward the prevention of the recurrence of such catastrophes. But we are disappointed. They seem to be mainly intent on exonerating themselves from blame. Are they going to let this fearful disaster pass from memory without fear of a single lesson from the past? No, we trust they will address themselves to the question whether there cannot be some reform in the mode of inspection. Until such reform is inaugurated the traveling public will have the comforting reflection that of the real strength of the timbers to which they trust their lives nothing positive is known.

The Cholera. Judging from the accounts in the foreign dispatches, there can be no doubt that cholera is raging fearfully in Eastern Germany and Russia, while Paris and London have had scattering cases which may be only forerunners of what is coming. In New York there is considerable alarm, and many persons are endeavoring to leave the city as soon as the disease arrives. Private dispatches from next month. Most of the poorer wards of the city are in a filthy condition. Some of the streets have been swept this month, and there is great carelessness about the localities where garbage would be likely to make its greatest ravages. Private dispatches from several emigrants on one of the German steamers sailing for New York a few days ago were exposed to cholera just before their departure, and it is feared the disease may appear among them as well. A letter from St. Petersburg says the ravages of the cholera in Russia have been greater than generally reported, as government has suppressed full details in localities, and reported fewer deaths than actually occurred.

The Kennebec Journal says a delegation of the Directors of the Kennebec & Wisconsin Railroad was at the National Military Academy on Monday, in consultation with Gen. Tilton as to the construction of the road. The interview was perfectly satisfactory, and it is understood that the road will be at once located and commenced between the Kennebec and the Androscoggin, leaving those interested in the project to assist in its construction to this city.

THE SEASON IN MAINE. The sharp summer drought—always expected at this season—is upon us in all its force; indeed the entire season has been one of unusual and almost unprecedented drouth. The grain harvest would now be in order, but for the ravages of the grasshoppers, who have, most unfortunately, spared the farmers the trouble of harvesting their oats, barley and wheat; except in some localities. Observing and reliable farmers from some of the best river towns in Somerset county, inform us that the yield of grain, of all kinds, in a large portion of the State, will not average three bushels to a farm. The accounts of the ravages of the grasshoppers borders upon the marvellous, but from almost every quarter of the State, they all agree as to their numbers and the great amount of damage sustained by them. Farmers assure us they have in many fields, not only seen the grasshoppers completely uprooted, but have seen them devour the potatoes, promise a good yield; the frequent rains have helped them along, and the top above the ground so that the tubers are making good growth. Fruit will be light. There is cause for thankfulness that, notwithstanding our crops are cut off, there is an abundance in the country for all our wants, and that it can be had at our own doors at prices unheard of in our years of large home crops.

A few minutes before one o'clock P. M. on Wednesday, fire was discovered in the large lumber shed of the Maine Central Railroad, situated by the track on the river bank near the State Grounds, about half a mile below the depot in this city. The building contained a large quantity of valuable lumber used for the repair and manufacture of cars, among which was about 50,000 feet of oak and hard pine, and three snow plows, one of which had been completely uprooted by the fire. The alarm was promptly given, but the building being inaccessible to the fire engines, and no other means being available to save it from the flames, the efforts of the railroad employees and other citizens who were attracted to the scene, were devoted to the saving of the contents. It was found impossible to get out any of the lumber, but by the aid of a child, a daughter, took a suite of rooms at the Yates House. He was called out of town last week on business, and at his departure gave his daughter \$300 as pin money to last her till his return. Her father having gone, the girl sent the money to her lover in New York, requesting him to use it immediately to the aid of the railroad. The money was sent to the depot last Saturday, the train went on, and the money was taken up and conveyed to his father's house at Woodford's Corner. The unfortunate young man was the son of Capt. Wm. Mitchell, a former well-known resident of this city, and a member of the railroad. He was about 20 years of age, and was his first trip as brakeman on the train.

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INQUEST ON THE RAILROAD DISASTER IN BANGOR. The coroner's inquest in the case of the late Maine Central Railroad disaster in Bangor concluded their examination and returned their verdict on Wednesday last. They find first, that Thomas Gallagher came to his death on the fifth day of August, by the breaking down of the bridge; that an examination of the bridge shows the timbers to be very rotten; that the Railroad Commissioners made an examination of the bridge in 1870, and again in connection with the superintendent of bridges employed by the road, on the 8th of June, 1871, both of which failed to discover the defects; that a thorough examination would have detected the rottenness of the bridge; that when the need of strengthening the bridge by arches was discovered on June 8th, no notice of the same was given to the managers of the road until July 17th; that the Superintendent of the office of the Assistant Superintendent, July 17th, was not delivered to the Superintendent until the 25th, a carelessness in the management not explained. That while there has been a large increase in the business of the road, with more trains and heavier cars and engines, there has been no evidence that there has been a corresponding increase of labor, or more frequent examination of bridges, evidence having been presented that bridges like the one in question were to be examined only once in three months; that no proper or thorough examination of the bridge was made, either by the railroad commissioners or by the employees of the road, and it appears to the jury "that life and limb would have been safer on this road without railroad commissioners, because without them no division of responsibility could possibly be alleged." The verdict is signed by Hon. H. Wilson, Coroner; J. W. Palmer, Foreman; Geo. W. Ladd, L. D. Thurston, John L. Crosby, J. S. Wheelwright, H. H. Fogg.

THE SAVED DEMOCRAT says quite an excitement prevailed at the Pool table, occasioned by a little circumstance happening at that place. It seems a gentleman from New York, whose name is not given, reported to be worth a million dollars, and with his wife and child, a daughter, took a suite of rooms at the Yates House. He was called out of town last week on business, and at his departure gave his daughter \$300 as pin money to last her till his return. Her father having gone, the girl sent the money to her lover in New York, requesting him to use it immediately to the aid of the railroad. The money was sent to the depot last Saturday, the train went on, and the money was taken up and conveyed to his father's house at Woodford's Corner. The unfortunate young man was the son of Capt. Wm. Mitchell, a former well-known resident of this city, and a member of the railroad. He was about 20 years of age, and was his first trip as brakeman on the train.

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REPUBLICAN NOMINATIONS. At the several Republican and Democratic county conventions recently held in Maine, the following nominations were made: **Androscoggin County.** Republicans—Reuben Foster of Waterville, and John May of Winthrop, for Senators; Ashbury Young of Pittsford, for County Commissioner; Wm. M. Stratton of Augusta, for Clerk of Courts; Alanson Starks of Augusta, for County Treasurer; and P. M. Fogg, of Augusta, for Register of Deeds. **Cumberland County.** Republicans—John Butler of Biddeford, Cyrus Hobbs of Wells, A. O. Brien of Cornish for Senators; Alanson Roberts of Lyman, County Commissioner; John Hall of North Berwick, Treasurer. **Dorchester County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **Oxford County.** Republicans—Otis Hayford, Jr., Enock O. Farrington, Seniors; Ashbury Young of Pittsford, for Senators; Wm. H. Talbot of Andover, County Commissioner; Hiram Jackson of Paris, Treasurer; David F. Gibson of Bethel, Judge of Probate. **Penobscot County.** Republicans—Wm. H. Small of Alna, County Commissioner; Nathaniel Lincoln of Wiscasset, Treasurer. **Sagadahoc County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **Somerset County.** Republicans—John Butler of Biddeford, Cyrus Hobbs of Wells, A. O. Brien of Cornish for Senators; Alanson Roberts of Lyman, County Commissioner; John Hall of North Berwick, Treasurer. **Waldo County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **Washington County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **York County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer.

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REPUBLICAN NOMINATIONS. At the several Republican and Democratic county conventions recently held in Maine, the following nominations were made: **Androscoggin County.** Republicans—Reuben Foster of Waterville, and John May of Winthrop, for Senators; Ashbury Young of Pittsford, for County Commissioner; Wm. M. Stratton of Augusta, for Clerk of Courts; Alanson Starks of Augusta, for County Treasurer; and P. M. Fogg, of Augusta, for Register of Deeds. **Cumberland County.** Republicans—John Butler of Biddeford, Cyrus Hobbs of Wells, A. O. Brien of Cornish for Senators; Alanson Roberts of Lyman, County Commissioner; John Hall of North Berwick, Treasurer. **Dorchester County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **Oxford County.** Republicans—Otis Hayford, Jr., Enock O. Farrington, Seniors; Ashbury Young of Pittsford, for Senators; Wm. H. Talbot of Andover, County Commissioner; Hiram Jackson of Paris, Treasurer; David F. Gibson of Bethel, Judge of Probate. **Penobscot County.** Republicans—Wm. H. Small of Alna, County Commissioner; Nathaniel Lincoln of Wiscasset, Treasurer. **Sagadahoc County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **Somerset County.** Republicans—John Butler of Biddeford, Cyrus Hobbs of Wells, A. O. Brien of Cornish for Senators; Alanson Roberts of Lyman, County Commissioner; John Hall of North Berwick, Treasurer. **Waldo County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **Washington County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer. **York County.** Republicans—Isabel Cole, Elliot, James B. Haley, Dayton, William A. Thompson, New-Hall, Seniors; Joshua Moore, Biddeford, County Commissioner; James G. Cousens, Kennebunk, Treasurer.

AT A LATER HOUR. On Monday evening last, at the 4 P. M. train from Augusta to Portland, a brakeman named James Mitchell of Des Moines, while attempting to pass from the engine to the saloon car in the rear, accidentally fell from the top of the car. He fell about 20 feet, and was found in the ditch by the side of the track, dead. His death was probably instantaneous. The body was taken up and conveyed to his father's house at Woodford's Corner. The unfortunate young man was the son of Capt. Wm. Mitchell, a former well-known resident of this city, and a member of the railroad. He was about 20 years of age, and was his first trip as brakeman on the train.

THE CORNER'S JURY. The body met in Lewiston on Tuesday last, and was held for the ensuing year. Dr. J. B. Pillsbury of Winthrop, President; Dr. Henry Leavitt of Skowhegan, Vice President; Dr. E. J. Roberts of Augusta, Secretary; Dr. W. R. Johnson of Portland, Treasurer; Executive Committee, Drs. E. Bacon, Thomas Pillsbury, C. Hussey, A. H. Chamberlain and Dr. C. H. Leavitt. Several questions of practice were discussed, and the society adjourned to meet at Portland next February, and to hold the next annual meeting at Augusta.

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BURGLES AT WORK IN PORTLAND. An attempt was made on Sunday night last to burglarize the house of George Burnham, Jr., on Federal street in Portland, but the noise aroused some of the inmates, and the burglars decamped, leaving the ladder upon which they ascended to the second story. The Grand Trunk station at Yarmouth was also burglarized on Sunday night last. A man by the name of J. A. F. M. Lunt, who arrived at Capt. Alford's, July 5th, with a cargo of rice from Boston. The trouble was caused by a seaman, James Hill. The second mate, Parker, who was supposed to be a seaman, was killed by a bullet from a gun. The body was found in the water, and was taken up and conveyed to his father's house at Woodford's Corner. The unfortunate young man was the son of Capt. Wm. Mitchell, a former well-known resident of this city, and a member of the railroad. He was about 20 years of age, and was his first trip as brakeman on the train.

THE BANGOR WAG. Says Messrs. Kingman & Poirer employ as weigher and marker of leather at their tannery, in Kingman, a Swede, whose discharge of the duties of this responsible position has proved highly satisfactory. He was a teller in a bank in Sweden some eight years before he came to Maine, and his reason for leaving the situation was that he wished to get a home in America. To show that this desire was natural, and to illustrate the low wages paid in that country, we have only to state that his compensation was house rent, fuel, and fourteen dollars per month.

THE CALL FOR THE PROPOSED public meeting in New York to take action upon the frauds in the city accounts has about 20,000 signatures, including many of the most prominent democratic property holders. The meeting will be held on the 1st of September. In the meantime the New York Times continues to publish the revelations of astounding frauds by the city officials. The latest is the alleged charge of \$234,500 for the rent of armories which have no existence.

THE CABOT MANUFACTURING COMPANY of Brunswick have just completed a fishway over their dam at the upper falls. It is built of stone laid in cement, and consists of ten pools, each ten feet square inside and three and a half feet deep, with an approach at the upper end eight feet wide and some fifty feet long. The walls are all two feet thick, and are supported by the most substantial fishway ever built in America. It was built by contract at a cost of \$1100.

